



# PLANNING COMMISSION SYNOPSIS

Thursday, December 17, 2015

## CALL TO ORDER

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Chairperson Nordstrom called the Planning Commission meeting to order at 6:00 PM in the City Council Chambers of the Bloomington Civic Plaza.

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**COMMISSIONERS PRESENT:** Nordstrom, Willette, Spiess, Batterson, Fischer, Bennett, Goodrum  
**STAFF PRESENT:** Markegard, Farnham, Centinario, Roberts, Quale, Desrude, O'Day

Chairperson Nordstrom led the attendees in the reciting of *The Pledge of Allegiance*.

## ITEM 1 6:03 p.m.

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<b>CASE:</b>	10975A-15
<b>APPLICANT:</b>	Urban Landworks
<b>LOCATION:</b>	301 W 90 <sup>th</sup> Street
<b>REQUEST:</b>	Major Revision to Final Site and Building Plans to demolish an existing 552 square foot attached garage and construct a 1,920 square-foot storage building and approximately 11,600 square foot bituminous storage lot at 301 W 90th Street

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## PUBLIC HEARING DISCUSSION:

Nordstrom noted the applicant has requested a continuance to the January 7<sup>th</sup> Planning Commission meeting.

## ACTIONS OF THE COMMISSION:

**M/Spiess, S/Willette:** I move to continue the item to the January 7<sup>th</sup> Planning Commission meeting. Motion carried 7-0.

**ITEM 2**  
6:05 p.m.

<b>CASE:</b>	10001A-15
<b>APPLICANT:</b>	City of Bloomington
<b>LOCATION:</b>	MN River Valley
<b>REQUEST:</b>	Consider approval of the MN River Valley Strategic Plan

**SPEAKING FOR THE APPLICANT:**

Julie Farnham, Senior Planner

**SPEAKING FROM THE PUBLIC:**

Ed Crozier (60 Oak Shore Drive, Burnsville, MN 55306)  
 Kent Skaar (MNDNR)  
 Steven Hogue (resident of Shakopee)  
 Dave Rickert (2400 W 106<sup>th</sup> Street, Bloomington, MN 55431)  
 Robert Erickson (8700 Walton Oaks Drive, Bloomington, MN 55438)  
 Bob Biescheld (1065 Harriet Lane)  
 Matthew Hartranft (9336 3<sup>rd</sup> Avenue S, Bloomington, MN 55420)  
 Steve Thomforde (9230 10<sup>th</sup> Avenue S, Bloomington, MN 55420)  
 Todd Kemery (17183 Kirben Avenue, 55044)  
 Brett Feldman (3425 20<sup>th</sup> Avenue S, Minneapolis, MN 55407)  
 Todd Lynch (10709 Morgan Avenue S, Bloomington, MN 55431)  
 Liz Stanley (5013 Overlook Circle, Bloomington, MN 55431)  
 Mike Tegeder (6540 James Avenue S, Richfield, MN 55423)  
 Jonathan McLellan (3800 W 102<sup>nd</sup> Street, Bloomington, MN 55437)  
 Dennis Porter (10409 Nicollet Circle, Bloomington, MN 55420)  
 Larry Granger (10817 Johnson Avenue S, Bloomington, MN 55437)  
 John Gibbs (9533 Virginia Avenue S, Bloomington, MN 55437)

**PUBLIC HEARING DISCUSSION:**

Farnham gave a brief overview of the Minnesota Valley Strategic Plan (MRVSP) that included comments on the following:

- Engagement process
- Goals and vision
- Challenges and opportunities
- Implementation plan – top priorities
  - Ongoing activities
  - System-wide plans
  - Process and management-related goals
- Project timeline
- Costs/budget
- Next steps
- State Trail
  - About/history
  - Dual-trail design
  - Status
  - City review
  - Relationship to the MRVSP

Spiess thanked Farnham for the information on the State Trail. She asked Farnham to reiterate the connection between the State Trail and the MRVSP.

Farnham stated the Plan mentions the State Trail, but it does not identify design or alignment details.

Spiess asked Farnham if she has information on the State Trail progress.

Farnham noted there is someone from the MN Department of Resources (MNDNR) in the audience who can speak to that.

Willette said there was a public comment about a 100 foot wide trail.

Farnham mentioned the State Trail corridor will include the natural surface trail and the paved trail. The width of the corridor may vary from 100-feet or more where the two trails can be far apart to about 30-feet when the trails are closer together. The intent is to keep as much of the existing vegetation intact as possible and minimize additional removal.

Willette asked how long the corridor is.

Farnham said the Bloomington segment of the State Trail is 13 miles.

Fischer asked if the DNR will install the State Trail regardless of MRVSP approval.

Farnham noted the City Council passed a resolution of support that gave DNR support to begin design of the State Trail. Before construction may begin, the City must execute a Joint Powers Agreement that essentially gives consent to allow DNR to build, operate and maintain the State Trail on City property.

Nordstrom stated it is important to separate accountability and ownership. The different agencies have various powers and must cooperate with one another.

Nordstrom opened the public hearing and mentioned that repeated comments should be kept at a minimum. Nordstrom said the City has received emails and comments from the public regarding the State Trail.

Ed Crozier, noted he was a member of the Bloomington Natural Resources Commission. As president of the Minnesota Valley National Wildlife Refuge Trust Inc, he confirmed the Trust is a contributing partner with the Plan and emphasized that preservation and access must be ensured. The Trust will become the new owner of the Izaak Walton League property, making it the largest private owner in the Minnesota Valley. There is no record that the existing natural surface trail has a legal right-of-way over the IWL property. Once the dual-track trail is in place, the DNR must obtain a right-of-way easement. As a representative of the Friends of the Minnesota State Trail advocacy group, he pointed out misconceptions for those opposing the dual-track system. There will be minimal impact and no clear cutting. The trail will not go through natural untouched areas; the valley has been used for farming, a shooting range, and other uses for decades. Earlier, Native Americans created settlements in the valley. The Old Cedar Avenue Bridge reconstruction will bring new users to the MN River Valley and the existing natural surface trail will be incompatible with those new users.

Kent Skaar, MNDNR, stated they will convene working groups with Bloomington and the US Fish and Wildlife Refuge staff, and a commitment of two public meetings.

Goodrum asked if the DNR will conduct an Environmental Assessment Worksheet (EAW).

Skaar said an EAW is mandatory and will be prepared according to the MN Environmental Quality Board (EQB) rules.

Goodrum clarified if there is a 30 day period to comment on the EAW.

Skaar noted that is correct.

Steven Hogue, a trail runner/user of the MN River Valley, is curious if there is a public mandate to construct a paved trail. He also asked why the DNR is proposing a paved trail in a natural area.

Farnham noted the State Trail was authorized by the State legislature in 1969 and was proposed to go from Fort Snelling to La Sueur. She noted several segments have been in place for decades. The Bloomington segment has not been completed and the legislature received funding in 2014 to complete the project.

Hogue asked if the public can provide input on this process. Hogue raised more concerns for the DNR representative to address.

Nordstrom clarified that the DNR will address those issues in their concept design of the State Trail. The intent of the State Trail is to make it accessible.

Dave Rickert stated he is a dual-track trail supporter. He believed the Plan has merit and will achieve its goals and vision. More access points will make it easier to enter and exit the area. He believes the Plan and new users will create more safety. The Plan will create a better quality of natural resources. He commended the mountain biking community for being stewards of the area. He hoped that people will see the Strategic Plan as an asset to the area.

Robert Erickson applauded staff's efforts. He said accessibility is extremely important to create a user friendly area.

John Schatzlein supported the dual-track trail. Accessibility was a main reason he moved to Bloomington. The number of users with mobility limitations has increased and will continue to increase over time as society ages. He urged the Commission to look ahead.

Bob Bierscheid commended Bloomington for adopting a plan that keeps people involved and active in getting out into nature.

Matt Hartranft is an avid user of the MN River Valley. He wanted to ensure the trail design represents stewardship to the natural environment. He asked how much power Bloomington will have with the environmental review. The Old Cedar Avenue Bridge construction is clear cutting many trees. He is concerned how the plan will affect his costs. He recommended a feasibility component of the plan that addresses impacts to the natural environment.

Nordstrom noted there are common issues being raised and suggested collecting questions and answering them together at a later point in the public hearing.

Steve Thomforde, restoration ecologist, emphasized that the ecological integrity of the river bottoms has been greatly compromised through the years. He emphasized the existing ecological issues in the river bottom, noting that not all vegetation is "good" vegetation. He argued the degraded state of the land (soil, etc) has made the area "invadable" by so-called invasive species. He asked if there will be public comment on the asset inventory plan.

Farnham noted that the asset inventory is underway and will be assessing the current condition of existing facilities (trails, trailheads). She noted that preparing a natural and cultural resources plan is identified as a high priority follow up task that would involve hiring someone with natural resource expertise to get to a greater level of detail than the information we currently have.

Thomforde hoped the natural resource plan will reflect those ecological concerns.

Todd Kemry, vice president of Paralyzed Veterans of America, applauded the long range vision of the Plan, specifically for inclusion of the disabled community. As the 25<sup>th</sup> year of the Americans with Disabilities Act, he appreciated that he can now rely on a plan that will be all inclusive.

Brett Feldman, executive director of the Parks and Trails Council of MN, was proud to be involved in the creation of some of the most renowned trails in the country. He is in support of the Strategic Plan as well as the dual trail State Trail. He emphasized two major points of the proposed trail: connectivity and accessibility. The trail connects people and places together and fulfills the four goals in the Strategic Plan. The MN River Valley contains unique natural resources and wishes all people could experience it. He had a personal disappointment with the “us versus them” tone of discussions. It is important to respect one another’s opinions and goals and recognize the passion that many feel about the area.

Todd Lynch believed the comments are misstated. He does not think that a paved trail in a pristine wilderness and major floodplain is good for the environment. Projects such as Harriet Island have been abandoned due to incapable maintenance. Access points and adequate signage makes sense, but the physical development of a paved trail is not feasible. He asked where the agency partners are tonight. A usage study is practical.

Liz Stanley leads a bird watching group near the Old Cedar Avenue Bridge. She is shocked by the level of vegetation removal for the Old Cedar Avenue Bridge and is concerned about what to expect for future development. The survey feedback and the documents online emphasized concern over development in the valley. She would like to know how the long term plans will affect the species.

Mike Tegeder, also with Parks and Trails Council, extended appreciation to the MORC (Minnesota Off-Road Cyclists) community. He had concerns over the signage that read “bikers yield to hikers” noting that user conflicts are common with the narrow, wooded bluff trails despite the warning signs, in part due to limited visibility. Connectivity is key in order to link with other trails in the Metro area.

Jonathan McClellan, stated he is in opposition to a paved trail as it is fiscally irresponsible and could fracture the tax base of the City. While serving on the Human Rights Commission, the plan for the State Trail was brought forward as an ADA accessibility issue. He noted the City’s representative was unable to answer their questions and therefore, the Commission could not support or vote on the paved trail without more facts. He said that the DNR has not provided information on costs to develop and maintain the trail. He stated that according to unidentified sources at the Three Rivers Park District estimates, the average cost of paving a trail is \$100 per linear foot or \$528,000 per mile which leads to a total cost of over \$10.5 million to pave the entirety of the Bloomington segment. He noted that the DNR deficit is over \$10 million for maintenance of existing trails and questioned how a new trail could be maintained when the DNR has a deficit in maintaining existing trails. The online survey showed that a majority of respondents favored the natural surface trail. He said he believes there should be a user study that analyzes who currently utilizes the trail and potential new users. He stated the best solution would be a natural trail that is paved in spots near access point. He encouraged the Planning Commission to reject the paved trail. He also encouraged the commissioners to take a ride or walk the trail.

Dennis Porter stated he is a major proponent of the existing natural surface trail. He noted that the mountain bike community does support some of the proposed infrastructure in the river bottoms, such as bridges and culverts. He indicated he'd read testimony from the DNR indicating their limited maintenance capacity due to insufficient funding. There are many good points in the Plan but questions remain unanswered. He provided photos of the flooded Black Dog power plant in Burnsville. Other photos showed large piles of sediment after a flood and closed bridges due to insufficient maintenance. The DNR funding is primarily for new projects and not for maintenance of existing trails. Paved trails work in the right location. He does not believe that the partners have sat down together to discuss these important issues.

Larry Granger, president of the Bloomington Historical Society, argued the trail was discussed as early as 1930 by Minnesota Governor Floyd Olson. The river bottoms holds core Native American heritage that is being reflected through five archeological studies currently underway. The MNDNR is not designing the trail alignment until those studies are completed. The river bottom provides an important educational opportunity. He emphasized the significance of cost per user and noted a full cost estimate is vital. There are useful points in the Plan and many of them will be addressed through the Memorandum of Understanding in regards to responsibility. The river bottoms is a statewide resource and an ecological, preservation, and access-based unified plan for management is needed.

Jon Gibbs, Three Rivers Park commissioner, shared the importance of protecting the good and avoiding the displacement of valuable experiences in the name of creating others. He provided four main points that highlight the proposed trails. First, throughout the public process, many users have urged the City to restrain from developing the river bottoms. It is important to rely on minimal physical development and strive to create more focused nature-based recreational opportunities. Second, the City must plan for the future by using data and studies. Examples show that natural surface trails have become widely popular. The Plan must not conflict capacity or participation with popularity. Third, a recent MNDNR report indicated \$130 million of deferred maintenance. Lastly, while a park reserve could provide more funding for improvements, it is dangerous because it would pull from existing funds available to Bloomington and Three Rivers Park District.

Nordstrom closed the public hearing.

Spiess thanked the public for their comments. She supports the Plan and believes it will allow new users to enjoy this unique resource.

Willette stated he routinely walks the trails and would like to see more people utilizing the area. There are ways to overcome flooding issues.

Batterson asked the type of comments the DNR has provided about maintenance.

Farnham noted the details have not been presented to the City. But DNR has stated it is not the responsibility of the City to cover the costs. The DNR estimates annual maintenance cost is approximately \$707-1000/per mile.

Batterson rephrased the question. He asked how the DNR's budget will be allocated toward maintenance.

Farnham said the DNR routine maintenance budget is approved biennially. Funding for extraordinary or emergency maintenance is authorized by the State legislature on a case-by-case basis.

Fischer was in favor of the Plan but is not necessarily in favor of the proposed trail. The common questions will be addressed in the Plan. There are benefits of the Plan so that natural resources will be protected and not be affected by development.

Goodrum thanked the public for their comments. He provided Moir Park as an example of where paved and natural surface trails work together. The Plan is put in front of the DNR so that it acts as a framework. He supports the Plan and looks forward to future discussions with the DNR.

Batterson noted that Davenport, IA frequently experiences floods. The river bottoms need to be open for everyone. He is supportive of the plan but noted it is important to be mindful of the birding issues and ecological methods and management.

Bennett thanked the public for the comments. She is also concerned about the environmental impact of the dual-track trail. She is in favor of upgraded signage and access points.

Nordstrom noted the item moves to the City Council on January 25, 2016.

#### **ACTIONS OF THE COMMISSION:**

**M/Spiess S/Willette:** To close the public hearing. Motion carried 7-0.

**M/Spiess, S/Fischer:** In Case 10001A-13, I move to recommend approval of the *Minnesota River Valley Strategic Plan* attached to the staff report.  
Motion carried 7-0.

**ITEM 3**  
8:31 p.m.

<b>CASE:</b>	8235F-15
<b>APPLICANT:</b>	MOAC Land Holdings LLC
<b>LOCATION:</b>	7900, 8000, 8100, and 8201 24th Avenue; 2001, 2101, 2111, 2121, 2131, 2141, and 2151 Lindau Lane; 2000, 2100, 2110, and 2120 Killebrew Drive; 8200 28th Avenue and 8000 IKEA Way
<b>REQUEST:</b>	Major revision to the preliminary development plan to expand the area included and modify the uses, design and phasing for Phases I, II and III of the Mall of America

**PUBLIC HEARING DISCUSSION:**

Centinario showed the phases of the Mall of America Planned Development that are already in place. Staff is anticipating a Final Development Plan application for the next phase, Phase IIB, in the spring of 2016. He showed a 2013 Preliminary Development Plan (PDP) that would be replaced with the proposed PDP. The proposed PDP includes a Phase III expansion to the east, across 24<sup>th</sup> Avenue, to include the area often referred to as the Adjoining Lands.

He displayed a proposed site plan of Phase IIB and Phase IIC that would include retail, hotel, apartments, office tower and parking structure. He showed a rendering of Phase IIB that included exterior and interior images. One notable potential change includes artist space along the parking ramp. Staff suggested the applicant create a more active, pedestrian-friendly environment alongside the parking ramp. The proposed artist features would not be completed for this PDP, but if deemed feasible, would potentially be part of the Final Development Plan.

Centinario said the applicant proposes to create an attractive gateway feature that will be welcoming into the MOA campus at the intersection of 24<sup>th</sup> Avenue and Lindau Lane. The Phase IIB parking ramp would include structural elements and super-graphics that express artistic features. All signage would be approved through a Master Sign Plan, which would be a separate application process and is not approved in conjunction with the PDP. Staff met with the applicant to discuss parking ramp design standards at both the pedestrian and the car-oriented scale. Phase IIC would include more retail, hotels, common space areas and an entertainment venue. He showed an image showing pedestrian circulation and connections.

Willette asked about the IKEA skyway and the Bass Pro Shop.

Centinario said the proposed plans do not show a Bass Pro Shop as part of the Mall of America Planned Development. However, a Bass Pro Shop may develop elsewhere in the vicinity. Phase IIC would include the skyway connection to IKEA.

Centinario said, at the intersection of 24<sup>th</sup> Avenue and Lindau Lane, there is no crosswalk on the north side of Lindau Lane. Staff is evaluating whether this important crosswalk can be added and is looking at tradeoffs between vehicle traffic flow and pedestrian circulation. He showed an image depicting future skyway connections, pedestrian circulation and connections to the transit station. The intent of Phase III in the short term is for parking purposes.

Staff uses a model based on Urban Land Institute (ULI) methodology, internally referred to as the “parkulator”, to identify parking needs. The model takes into consideration a high level of internal capture, varying peaking among uses and a high level of transit usage. A 2012 study found that 9% of mall visitors use public transit. The mall will be conducting a holiday parking study to assist the City in calibrating the parking model. Based on the Phase IIB (excluding IKEA) parking requirement,



approximately 19,000 parking stalls are required across the entire site. With Phase IIC (excluding IKEA), approximately 23,500 parking stalls are required across the entire site. Since the agenda packet has been distributed, staff recommends change of the wording of Condition #10 to read “when buildings are constructed over roadways, the roadway area must include lighting, sprinklering, and ventilation systems to ensure these areas meet all applicable regulations regarding air quality and safety.” Staff is excited to see a Final Development Plan for Phase IIB come forward in 2016.

The public hearing was closed via a motion.

Batterson said Bloomington is very lucky to have the Mall of America as a great amenity for the city.

Goodrum commended staff and the applicant for their hard work.

Spiess agreed.

Nordstrom noted the item moves to the City Council on January 4, 2016.

#### **ACTIONS OF THE COMMISSION:**

**M/Spiess, S/Fischer:** To close the public hearing. Motion carried 7-0.

**M/Batterson, S/Willette:** In Case 8235F-15, I move to recommend City Council approval of a Major Revision to the Preliminary Development Plan to expand the area included and modify the uses, design and phasing for Phases I, II, and III of the Mall of America subject to the conditions listed in the staff report.

Motion carried 7-0.

#### **RECOMMENDED CONDITIONS OF APPROVAL TO THE CITY COUNCIL:**

The Major Revision to the Preliminary Development Plan (Case 8235F-15) is subject to the following conditions being satisfied prior to the issuance of development-related permits:

- 1) A Site Development Agreement for each Final Development Plan that includes all conditions of approval must be executed by the applicant and the City prior to building permit issuance for that phase.
- 2) With each Final Development Plan approval, the applicant must execute a Public Improvement Agreement with the City that identifies cost participation and timing of those public infrastructure improvements identified in Appendix A in Case File 8235F-15.
- 3) The applicant must execute an Operation and Maintenance Agreement with the City for all private facilities in the public right-of-way and for any public infrastructure that may be attached, incorporated, or is part of structures located in public right-of-way. This Agreement must include, but not be limited to:
  - a. Lighting, traffic control devices, and ITS devices attached to private structures;
  - b. Air quality improvements including venting of areas under private structures;
  - c. Public safety improvements;
  - d. Anti-icing system or program;
  - e. Liability considerations;
  - f. Public right-of-way encroachment considerations;
  - g. General maintenance program;
  - h. Security camera equipment and appurtenances;
  - i. Private traffic signals operating in coordination with adjacent City or County traffic signals;and

- j. Maintenance and liability of existing 72 inch storm sewer that is being incorporated in the Phase 2B structure.
- 4) An updated full Traffic Analysis similar to the detailed 2006 and 2015 Mall of America, Phase II traffic studies, must be completed with the first final development application received by the City after 2020 to account for changes to the existing roadway network and area development. The updated traffic analysis must be completed per City Code 21.502.01(h) and include, but not be limited to, the following:
  - a. Modifications to create consistency with the approved site plan, land use mix, approved roadway network, bicycle access and parking, parking infrastructure, and performing arts operations;
  - b. A detailed on- and off-site ITS and wayfinding system with participation and approval of the respective governmental agencies;
  - c. Verification that all intersections will operate at Level of Service (LOS) D or better in the first year the facility is opened and two years after it opens; and
  - d. Expansion of the study area to include American Boulevard intersections located west of TH 77 to Portland Avenue, the I-494/Portland intersection, and the WB merge of NB TH 77.
- 5) A Construction Management Plan must be submitted for review and approval by the City with each Final Development Plan application. Plan elements must include, but not be limited to:
  - a. A temporary parking plan;
  - b. A temporary security/inspection area;
  - c. Construction staging areas;
  - d. Traffic control and pedestrian and bicycle circulation plans for encroachments in public streets and sidewalks; and
  - e. A detour plan specifying alternative traffic routes during road closures or construction.
- 6) Given the unique parking characteristics of a development of the size of the Mall of America, the City has determined parking requirements using a calibrated parking model based on the Urban Land Institute's *Shared Parking Study, Second Edition*. The following parking related requirements apply:
  - a. Final Development Plans for each phase must include an updated shared parking study for review and approval by the City. At the time of Final Development Plan review, the applicant must demonstrate that sufficient parking is available for that phase and existing uses on site according to the parking model;
  - b. The parking model includes an effective supply factor of 5 percent. In the event the applicant applies technologies to reduce the needed effective supply factor, the Issuing Authority may modify the model to reduce the effective supply factor accordingly;
  - c. The applicant and any successors must prohibit the performing arts facility from scheduling events whenever the available parking will be less than 1,232 spaces. This condition must be incorporated into any operations, maintenance, and/or lease agreements.
- 7) The applicant must submit a Tier I Transportation Demand Management Plan in conjunction with each Final Development Plan submitted under this Preliminary Development Plan. The Tier I Transportation Demand Management Plan must be coordinated with each subsequent Final Development Plan.
- 8) All intersections included in the on-site circulation system must operate at a Level of Service (LOS) D or better.
- 9) The bus and shuttle drop-off areas must provide sufficient height clearance, lighting, turning paths, and functional intersections.
- 10) When buildings are constructed over roadways, the roadway area must include lighting, sprinklering, and ventilation systems to ensure these areas meet all applicable regulations regarding air quality and safety.
- 11) An on-site stormwater management plan must be submitted with the each Final Development Plan application that includes:
  - a. Rate control and water quality management practices compliant with the City's comprehensive Surface Water Management Plan;

- b. A stormwater management maintenance plan signed by the property owner and filed of record with Hennepin County; and
  - c. An analysis of sanitary sewer flows and calculations from all parking levels if it is determined that the ramps (or portions of ramps) are classified as “closed” ramps and drain to the sanitary sewer system.
- 12) Sanitary sewer and water utility service plans must be submitted with each Final Development Plan application and must accommodate all future development expansion. For private utilities that cross property lines, standard maintenance agreements and easements shall be established and recorded prior to issuance of permits.
- 13) Sanitary sewer installed on the Phase II site must be of sufficient depth and capacity to serve the development.
- 14) Pedestrian bridges connecting to buildings and/or parking ramp(s) must be covered and enclosed. Exterior materials must be visually integrated with the exterior materials used on abutting structures. The pedestrian crossing of 24<sup>th</sup> Avenue between Phase I and Phase III must be moved south of 82<sup>nd</sup> Street to align with the proposed Transit Center. The exact locations of the other pedestrian crossings over 24<sup>th</sup> Avenue and American Boulevard may need to change based on adjacent development and pedestrian circulation needs.
- 15) A continuous, enclosed pedestrian connection must be integrated with the parking ramp through use of a canopy, colonnade or other form of partial enclosure and must be constructed between Phase IIA and the remainder of Phase I and II in conjunction with any phase of construction beyond Phase IIB.
- 16) The development shall be consistent with the ten principles outlined in the *Urban Design Guideline Plan* (included in Page 5 of the submitted plans).
- 17) No structures or buildings may be located in existing public drainage, utility, or sidewalk easements unless vacated by the City.
- 18) Final Development Plans showing parking structures must coordinate mall and parking structure design to:
  - a. Maximize efficiency of access and circulation to and from adjacent roads;
  - b. Better enable patron access by increasing the number of pedestrian entrances from parking ramps to the Mall;
  - c. Maximize efficiency of vehicle circulation within parking structure;
  - d. Maximize efficiency of arriving vehicles in finding available parking stalls; and
  - e. Separate truck/delivery traffic from visitor traffic within new parking structures.
- 19) Given the prominent location of the Phase IIB parking ramp along Lindau Lane and 24<sup>th</sup> Avenue, an attractive exterior appearance and active ground level is vital.
  - a. Active Ground Level. The applicant is exploring the feasibility of establishing artist occupancies on the ground level of the parking ramp adjacent to Lindau Lane and 24<sup>th</sup> Avenue. Final Development Plans for Phase IIB must include active uses on the ground level of the parking ramp adjacent to Lindau Lane and 24<sup>th</sup> Avenue. In the event that further study reveals to the Issuing Authority that active ground level uses are not feasible, Final Development Plans for Phase IIB must include alternative methods of activating the ground level approved by the City. Potential activation methods, subject to City approval, may include streetscaping, public art, displays, pedestrian colonnades, or similar features.
  - b. Attractive Exterior Appearance. Final Development Plans for Phase IIB must include a coordinated, all-encompassing and attractive design approved by the City for the south, east and north facades that softens the appearance of the ramp, meets Building Code ventilation requirements and reflects well on the surrounding district while providing a pedestrian scale at ground level.
- 20) The pedestrian way adjacent to Lindau Lane must include a sidewalk of at least 8 feet in width, pedestrian lighting, a minimum 20 foot separation from the Lindau Lane curb, trees in the boulevard separation and pedestrian wayfinding signs.

- 21) The pedestrian and bicycle way adjacent to 24<sup>th</sup> Avenue must include a sidewalk of at least 12 feet in width, pedestrian lighting, a minimum 16 foot separation from the 24<sup>th</sup> Avenue curb, trees in the boulevard separation and pedestrian wayfinding signs.
- 22) The super graphics shown in the Preliminary Development Plan are not approved. Super graphics would require separate approval of a Master Sign Plan.
- 23) The following conditions pertain to landscaping plans to be included with future Final Development Plans:
  - a. Lindau Lane plaza landscaping at 24<sup>th</sup> Avenue must reflect plaza landscape design east of 24<sup>th</sup> Avenue.
  - b. Plazas must be installed and maintained by the applicant.
  - c. Trees must be provided along Lindau Lane between the curb and the sidewalk.
  - d. Median landscaping in Lindau Lane is encouraged and must be installed and maintained by the applicant.
  - e. Iconic gateway structures at the 24<sup>th</sup> Avenue and Lindau Lane intersection are desired, but will need to take into consideration utility conflicts and sight distances.
- 24) A Security Plan including, but not limited to, design, structural, operational, internal security, traffic plans and communications elements must be submitted for review with each Final Development Plan application and approved by the Bloomington Police Chief and Fire Chief prior to the issuance of any grading, foundation, or building permit.

**ITEM 4**  
8:56 p.m.

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**APPLICANT:** City of Bloomington

**REQUEST:** Consider approval of the draft Planning Commission meeting synopses:

- 11/5/15
- 11/19/15
- 12/3/15

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**M/Spiess, S/Fischer:** I move to approve the synopsis of the 11/5/15 Planning Commission meeting with a slight modification.  
Motion carried 6-0. Bennett absent.

**M/Fischer, S/Goodrum:** I move to approve the synopsis of the 11/19/15 Planning Commission meeting as presented.  
Motion carried 6-0. Spiess absent.

**M/Spiess, S/Bennett:** I move to approve the synopsis of the 12/3/15 Planning Commission meeting as presented.  
Motion carried 6-0. Fischer absent.

The meeting adjourned at 8:58 p.m.

**Prepared By:** EO **Reviewed By:** GM, JF, MC

**Approved By Planning Commission:** 1/21/16